In The Specification

Please amend paragraph 0018 as follows:

0018 ~~Fig. 6~~ Figs. 6A-6C illustrates a control strategy using the present invention.

Please amend paragraph 0051 as follows:

0051 The possible control strategy for the controller of the present invention is illustrated in ~~Figure 6~~ Figures 6A-6C. It can be housed within the VSC 38. Many other control strategies using the present invention are possible. This strategy can start and end with each drive cycle (i.e., between "key-on" and "key-off"). In ~~Figure 6~~ Figures 6A-6C, the illustrated embodiment starts at Step 60 and determines whether the vehicle controller outputs have been initialized (Outputs_Initialized). Here, the outputs need to be initialized, given a known value, the first time through the algorithm after startup to ensure that the outputs are not set to an unwanted state by the power-up sequence of the controller. If yes, the strategy proceeds to step 62. If no, the strategy proceeds to step 64 and commands "Initialize Outputs" including: Clutch_Position_Cmd = Disengaged and Fuel_Engine_Cmd = False. The strategy proceeds next to step 66 and commands Outputs_ Initialized = True and proceeds to step 62. Once initialized in

the first pass through the algorithm, subsequent output values are determined by the algorithm. As described above, the Clutch_Position_Cmd, for this step could be an eight-bit integer > 0.85.

Please amend paragraph 0052 as follows:

0052 At step 62 the strategy is commanded to read various vehicle inputs such as other VSC 38 commands and inputs various vehicle sensor outputs. In the illustration presented in ~~Figure 6~~ Figures 6A-6C, the following examples are included: Crank_Engine_Cmd, Engine_Speed, Motor_Speed, Braking_Logic, Clutch_Position_Actual, and Fuel_Engine Request. These examples represent various inputs that would be necessary to smoothly transition a clutch 22 between engaged and disengaged states. Crank_Engine_Cmd alerts the strategy whether the engine 20 has been commanded by the VCS 38 to start. Engine_Speed can originate from an engine 20 speed sensor well known in the art. Similarly, Motor_Speed can originate from a starter/motor 24 speed sensor known in the art. The difference in Engine_Speed and Motor_Speed can be used to determine actual clutch 22 slippage (see below). If a mechanical braking means such as a brake pedal 44 is depressed and a vehicle accelerator means such as an accelerator pedal is NOT depressed, then Braking_Logic = True. Otherwise, Braking_Logic = False. Accelerator pedal position is detected by the accelerator position sensor 46. The

Clutch_Position_Actual is the actual position of the clutch 22 in terms of engagement and disengagement sensed by a clutch 22 position sensor. The Fuel_Engine_Request is a VSC 38 command the controller of the present invention can use to indicate whether the engine 20 is running.